

Appendix F | Countywide Bicycle Planning

This appendix summarizes countywide planning efforts in the nine Bay Area counties, where every county has either a countywide bicycle (or bicycle and pedestrian) plan, a countywide transportation sales tax that funds bicycle projects, or both (see Tables F-1 and F-2). Most plans summarized in this appendix describe: existing bicycling conditions; goals and policies (or objectives); route selection and prioritization criteria; a countywide bikeway network; other bicycle facilities; funding and implementation; and, in counties with a transportation sales tax, information on this local source of bicycle project revenue.

Three counties have full-time bicycle or bicycle/pedestrian coordinators, as described below. These staff members coordinate countywide funding applications and allocations, staff countywide bicycle advisory committees and, given a conducive institutional arrangement, review projects to ensure consistency with applicable bicycle plans and consideration of cyclists.

As discussed in more detail in Chapter 4, combining bicycling with public transit can provide perhaps the best alternative to the flexibility and convenience of the single-occupant vehicle. Therefore, this appendix describes how each county's countywide

bicycle planning efforts address bicycle access to public transit.

Alameda County

The Alameda Countywide Bicycle Plan – prepared by the Alameda County Congestion Management Agency in 2006 – focuses on the identification and implementation of planned countywide bicycle corridors and other facilities and programs.

A key portion of the Plan's implementation plan is Alameda County's transportation sales tax, Measure B. Five percent of Measure B funds is dedicated to bicycle and

pedestrian improvements, and this source is estimated to generate \$80 million over the 20-year life of the measure (until 2022). Seventy-five percent of Measure B bicycle and pedestrian funds are local “pass-through” funds, which are distributed to Alameda County cities and the county based on population. The remaining 25 percent are allocated to high-priority countywide bicycle and pedestrian projects, programs and planning efforts, with special recognition of East Bay Regional Park District projects that are included in the *Countywide Bicycle Plan*. The Alameda County Transportation Improvement Authority administers Measure B, which, through the 25 percent countywide funds, pays for a full-time countywide bicycle and pedestrian coordinator.

For further information:

- *Alameda Countywide Bicycle Plan*
www.accma.ca.gov
- Measure B Bicycle and Pedestrian program
www.actia2022.com

Contra Costa County

Approved in 2004, Contra Costa County’s Measure J will replace the original transportation sales tax (Measure C) in 2009. Measure C is summarized in the *Contra Costa Countywide Bicycle and Pedestrian Plan*, which was adopted the year before the current measure, Measure J, was approved by county voters. The plan is currently being updated and will include a discussion of Measure J and its “Pedestrian, Bicycle and Trail Facilities” program, which sets aside 1.5 percent of Measure J funding, estimated to generate \$30 million over 25 years. Two-thirds of this funding is set aside to complete projects in the *Countywide Bicycle and Pedestrian Plan*, while the remaining third is earmarked for the East Bay Regional Park District. In addition to this program, Measure J has four other programs that can fund bicycle, pedestrian and trail facilities:

- Major Streets: Traffic Flow
- Safety and Capacity Improvements
- Safe Transportation for Children
- Local Streets and Road Maintenance and
- Transportation for Livable Communities.

The *Contra Costa Countywide Bicycle and Pedestrian Plan* has chapters on the relationship between bicycling and public transit, safety projects and programs, bikeway planning and design, and a unique appendix on bicycle demand forecasting.

For further information:

- *Contra Costa Countywide Bicycle and Pedestrian Plan*
www.ccta.net

Marin County

Marin County and every city in the county have prepared a bicycle plan for their jurisdiction, with the exception of Belvedere and Ross. Although there is no countywide bicycle plan, the county congestion management agency (the Transportation Authority of Marin) is currently overseeing a contract for updating the local agencies’ bicycle plans and developing a new plan for Ross. Each plan will discuss Marin County’s transportation sales tax measure, Measure A, as well as other bicycle and pedestrian needs.

Table F-1: Countywide bicycle planning

County	Plan (Year adopted)	Staff bicycle planner	Public transit addressed in bicycle plan?
Alameda	<i>Countywide Bicycle Plan</i> (2006)	Yes (ACTIA ¹)	Existing conditions sections on bicycle access and bus, rail and ferry transit. Identification of “Transit Priority Zones,” where bicycle connections to transit stations need improvement.
Contra Costa	<i>Contra Costa Countywide Bicycle and Pedestrian Plan</i> (2003) ²	No	Transit rider needs, safe routes to and from transit, station and stop amenities, pedestrian- and bicycle-friendly transit vehicles, current state of transit links, bicycle parking and storage, recommended improvements.
Marin	None	No	All city plans address multimodal linkages and there is a public transit section in each plan.
Napa	<i>Napa Countywide Bicycle Plan</i> (2003)	No	In goals, bicycle parking and trail/trailhead locations sections.
San Francisco	<i>San Francisco Bicycle Plan</i> (2005) ³	Yes	Policies for streets with shared bus and bicycle use; goals and policies to improve bicycle access on transit vehicles whenever feasible and to provide bicycle access to and parking at transit stations.
San Mateo	<i>San Mateo County Comprehensive Bicycle Route Plan</i> (2000)	No	Existing conditions section on bicycle access to bus and rail.
Santa Clara	<i>Santa Clara Countywide Bicycle Plan</i> (2000)	Yes	Bicycle parking at transit stations and onboard policies of local transit operators.
Solano	<i>Solano Countywide Bicycle Plan</i> (2004)	No	Bicycle parking at multimodal connections, transit centers, park-and-ride lots, ferries, rail stations, bicycle shuttles and bus transfer stops, and onboard policies of local operators.
Sonoma	<i>Sonoma County Transportation Authority Countywide Bicycle Plan</i> (2003) ¹	No	No, but update will address public transit.

¹ Alameda County Transportation Improvement Authority² Currently being updated³ Formal plan adoption pending environmental review.

Table F-2: Countywide sales tax bicycle funding

County	Sales tax-funded bicycle program?	Eligible projects, programs, plans	% Set-aside	Measure lifetime (expiration)	Est. rev. (millions)
Alameda	<ul style="list-style-type: none"> “Local Bicycle and Pedestrian Funds” (75% of set-aside) “Countywide Discretionary Fund” (25% of set-aside) 	Projects in the <i>Countywide Bicycle Plan</i> , including bicycle facilities, signage, transit and plans and education, enforcement and promotion programs.	5%	20 years (2022)	\$80
Contra Costa	<ul style="list-style-type: none"> Pedestrian/bike/trail facilities and completion of plan projects (2/3) East Bay Regional Park District projects (1/3) 	<ul style="list-style-type: none"> Projects in the <i>Countywide Bicycle and Pedestrian Plan</i>. East Bay Regional Park District projects. 	1.50%	25 years (2034)	\$30
Marin	<ul style="list-style-type: none"> “Safe Pathways” Strategies 2, 3 and 4 (see page 19)) 	<ul style="list-style-type: none"> Projects that reduce school-related congestion. On-street and off-street bikeways and pathways. 	3.5% ¹	20 years (2025)	\$12
Napa	No	N/A	N/A	N/A	N/A
San Francisco	“Pedestrian and Bicycle Facility Maintenance” and “Bicycle Circulation/Safety”	Bike lanes and paths, bike parking, and outreach and education programs.	2.66% ²	30 years (2040)	\$75
San Mateo	Bicycle and pedestrian program	Bicycle and pedestrian facilities.	3%	25 years (2033)	\$45
Santa Clara	Transit programs/facilities	Bicycle and pedestrian access to transit.	N/A	N/A	N/A
Solano	No	N/A	N/A	N/A	N/A
Sonoma	Safe bicycle routes	Bicycle facilities.	4%	20 years (2025)	\$21
Total sales tax funding for bicycle and pedestrian projects:					\$263

¹ Figures represent Safe Pathways funding only; funding for Strategies 2, 3 and 4 impossible to estimate.

² Only bicycle facilities and programs eligible.

The Measure A *Expenditure Plan* sets aside 3.5 percent (estimated to generate approximately \$12 million over 20 years) for Safe Pathways funding, which is aimed at projects that reduce school-related congestion. In addition, three of the Measure's four strategies also fund bikeways to some degree, although the exact amounts are impossible to predict. Strategy 2 will fund the Puerto Suello Hill bikeway project. Strategy 3 is aimed at maintaining, improving and managing local transportation infrastructure, including bikeways and pathways, with consideration for the needs of bicyclists and pedestrians in all roadway projects. Strategy 4 is dedicated to reducing school-related congestion through Marin County's Safe Routes to School program, school crossing guards and Safe Pathways to School capital projects.

In addition to Measure A, Marin County was one of four U.S. communities selected in 2002 to receive \$25 million in the federal Nonmotorized Transportation Pilot Program (NTPP). The purpose of the NTPP is to demonstrate the extent to which bicycling and walking can carry a significant part of the transportation load and can

represent a major portion of the transportation solution. The county of Marin has undertaken an extensive public involvement process to determine the list of projects that will be funded with NTPP funds and will implement these projects in concert with participating cities, towns and other agencies.



For further information:

- Current city and county plans (updates expected 2007/08)
www.walkbikemarin.org
- Measure A *Expenditure Plan*
www.tam.ca.gov

- Non-Motorized Transportation Pilot Program project list
www.tam.ca.gov

Napa County

The *Napa Countywide Bicycle Plan* was adopted in 2003 and includes sections on specific bikeway projects, design guidelines and resources related to the impact of off-road bicycling facilities on private property. Napa County has neither a transportation sales tax nor any other local source of dedicated bicycle funding.

For further information:

- *Napa Countywide Bicycle Plan*
www.nctpa.net

San Francisco County

The *San Francisco Bicycle Plan* was adopted in 2005. The following year, the California Supreme Court ruled that the plan was subject to a CEQA environmental analysis, which city staff is currently performing. Because this plan replaces one adopted in 1997 and because adoption of the 2005 plan is expected eventually, this brief summary refers to the more recent edition.

The *San Francisco Bicycle Plan* is different than other countywide bicycle plans, and more like a city bicycle plan, in a number of ways. Because San Francisco County is also a city, the same agency that wrote the Plan—the Municipal Transportation Agency—will implement the projects called for in the plan. As a result, the plan goes into far greater detail than other countywide plans. Examples include much longer sections on bicycle parking; transit access; education; enforcement and promotion programs; and, in a companion document, a description of gaps in the “Bicycle Route Network.”

The *San Francisco Bicycle Plan* also describes San Francisco’s transportation sales tax, Proposition K, which provides approximately \$19 million for Pedestrian and Bicycle Facility Maintenance and \$56 million for Bicycle Circulation/Safety over 30 years. The city of San Francisco has a bicycle program that is staffed with a program manager and five full-time staff, consisting of traffic engineers, planners and an outreach coordinator.

For further information:

- *San Francisco Bicycle Plan*
www.sfmta.com
- San Francisco Bicycle Program
www.sfmta.com

San Mateo County

The *San Mateo County Comprehensive Bicycle Route Plan*, prepared in 2000 and currently being updated, attempts to identify connections between bicycle facilities identified in San Mateo cities’ bicycle plans and provides suggested bikeway design and maintenance standards.

San Mateo County’s transportation sales tax, Measure A, dedicates 3 percent of revenue to a pedestrian and bicycle program, which will generate approximately \$45 million over 25 years. Bicycle facilities such as paths, trails and bridges are eligible for funding under this program.

For further information:

- *San Mateo County Comprehensive Bicycle Plan*
www.smcta.com

Santa Clara County

The Santa Clara Valley Transportation Authority’s 2000 *Countywide Bicycle Plan* is being updated and is expected to be adopted in 2008.

Although Santa Clara County’s original transportation sales tax, Measure B, set aside \$12 million for bicycle projects, that measure expired in 2006 and most Measure B funding has been allocated. The only bicycle projects that are eligible for Measure A, the current transportation sales tax, are improvements to bicycle access to transit. There is neither a set-aside nor a project list for bicycle/pedestrian projects in the current measure. The first set of transit projects funded under Measure A includes \$6.5 million for a bicycle/pedestrian tunnel at the Santa Clara Caltrain station. VTA (Valley Transportation Authority), the county’s congestion management agency, has a full-time staff bicycle planner.

For more information:

- *Santa Clara Countywide Bicycle Plan*
www.vta.org

Solano County

The *Solano Countywide Bicycle Plan* was adopted in 2004. In addition to the typical chapters outlined at the beginning of this appendix, the Solano County plan addresses demand for bicycle facilities and marketing to increase awareness and use of the existing bikeway system. Solano County does not have a transportation sales tax.

For further information:

- *Solano Countywide Bicycle Plan*
www.sta.dst.ca.us

Sonoma County

The *Sonoma Countywide Bicycle and Pedestrian Master Plan*, published in 2008, discusses Measure M, the local transportation sales tax measure and the importance of convenient access and connectivity to public transit. Bicycle and pedestrian projects are allocated 4 percent of the total Measure M program revenues over 20 years, which is expected to generate a total of \$21 million.

For further information:

- Sonoma County Transportation
Authority *Countywide Bicycle Plan*
www.sctainfo.org

